

1. Who controls airstrips you are requesting to use?

Security of all the airstrips is controlled by Afghan National Security Forces. The airports/airstrips are managed by the Afghanistan Civil Aviation Authorities.

2. What security measures on the ground to protect aircraft, crew and passengers? What is the layered security plan at each airfield? Do you have contacts with each airfield security element?

The security measures on place to protect aircraft, crew, and passengers vary depending on the specific security context. Airports in high-risk areas have a high Security Force presence. Airports in low-risk areas have a lower Security Force presence. PACTEC will not operate into airports unless protection from government security forces can be guaranteed. All of the main airports have baggage screening procedures in place. Finally, all PACTEC passengers are registered employees of the NGOs PACTEC serves.

3. Are all airfields/airstrips in good condition? Are services available? lighting? Wind indicators? Fuel? Communications? Other?

All airfields PACTEC uses are in very good condition. PACTEC aircraft are rugged aircraft, engineered for unimproved, high altitude airstrips. Only a few of the airstrips in AFG actually fit that category. Most airfields are paved, few are lighted, all have wind indicators and there is fuel available at Kabul, Kandahar, Herat, Mazar, Bamiyan, and Faizabad.

4. Are these all day/VFR flights?

All flights are day, VFR.

5. What is the amount of time on ground during stops?

Typical turnaround time is 20mins at most stops. At the larger airports turnaround can take longer due to more procedures, however at those airports security is also elevated.

6. What are your downed aircraft procedures?

- PACTEC uses V2 satellite automatic tracking so we can pinpoint aircraft position from takeoff to touchdown. Aircraft position is transmitted without pilot input.
- PACTEC has a written MOU with UNHAS for SAR and recovery. UNHAS operates Mi17 helicopters.
- PACTEC has a complete section in our GOM (OPS A, section 15) for SAR procedures.

7. Your request says you will be flying at 13000 - 18000 feet? I was told your were flying unpressurized aircraft. Did we miscommunicate or is there some other explanation?

PACTEC operates Daher Kodiak 100 aircraft. They are unpressurized but equipped with oxygen for crew and all passenger seats. Due to the high terrain, pilots use oxygen on almost all flights, and passengers are supplied oxygen often depending on the altitude and duration of the flight.

8. What is minimum time required for evacuation and to cease remote airfield operations?

PACTEC estimates it will take about one month to evacuate all the NGO staff.

Security evacuations have always been a normal part of PACTEC's operations in Afghanistan (this is not new since the International Troop withdrawal). The security context of Afghanistan has been very dynamic for the last 20 years. Due to this dynamic nature, Humanitarian Aid workers are often evacuated by PACTEC due to degrading local security. In most cases the Aid workers will be brought back as soon as security has improved to an acceptable level again. This has always been an ongoing part of operating in Afghanistan for both PACTEC and NGO's. Many of the remote areas where NGO's have projects are still secure and the NGO's do not want/need to evacuate. In other areas Aid workers need to be evacuated temporarily until security either improves or stabilizes to an acceptable safety level. If PACTEC were forced to cease operations to the remote airfields these NGO's may be forced to cease their projects. The minimum time then required to transport Aid workers and project assets to Kabul would be one month.

9. What is number of flights required/number of pax (PAC Tech or NGOs) to evacuate?

If PACTEC were forced to cease operations to the remote airfields many NGO's may be forced to permanently cease their projects. In this case PACTEC may need to do 10-30 flights

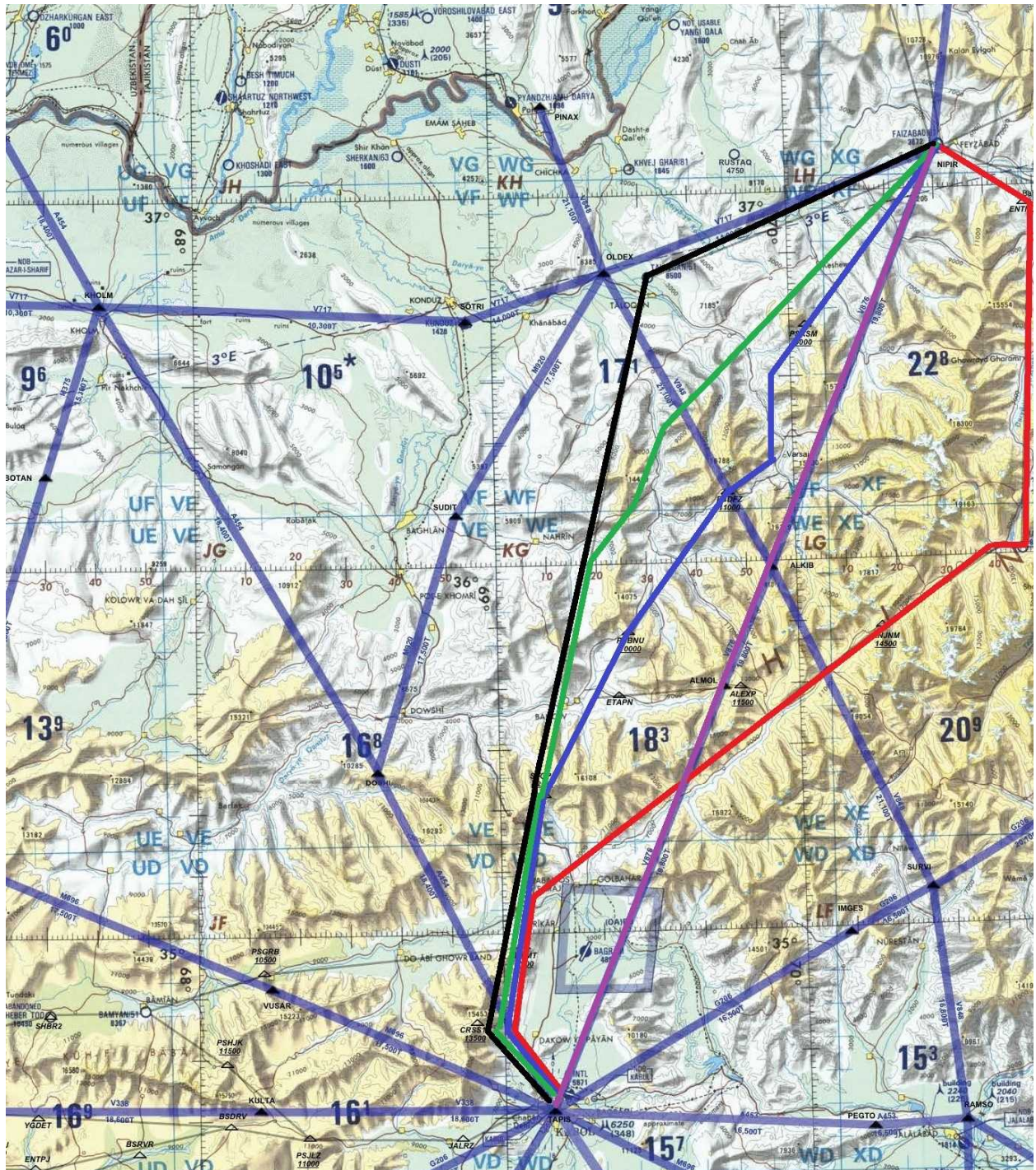
Like mentioned under question number 8, security evacuations are a normal part of PACTEC's operation. This has been a normal part of our operation in Afghanistan ever since PACTEC started its operations. Security evacuations are continuous as people are often temporarily evacuated, and NGO's normally temporarily suspend projects due to security. As soon as the security situation allows, NGO projects will resume normally.

10. We need more detailed information on routes. We see that routes are changed as necessary for threats...are times varied for risk mitigation?

As all our flights are day VFR we are very flexible in adjusting our routing appropriate to the security situation on the ground along our routes. We use that flexibility to our advantage, which means that we have multiple routing options to many of our destinations. To some destinations we will choose to fly on the published routes.

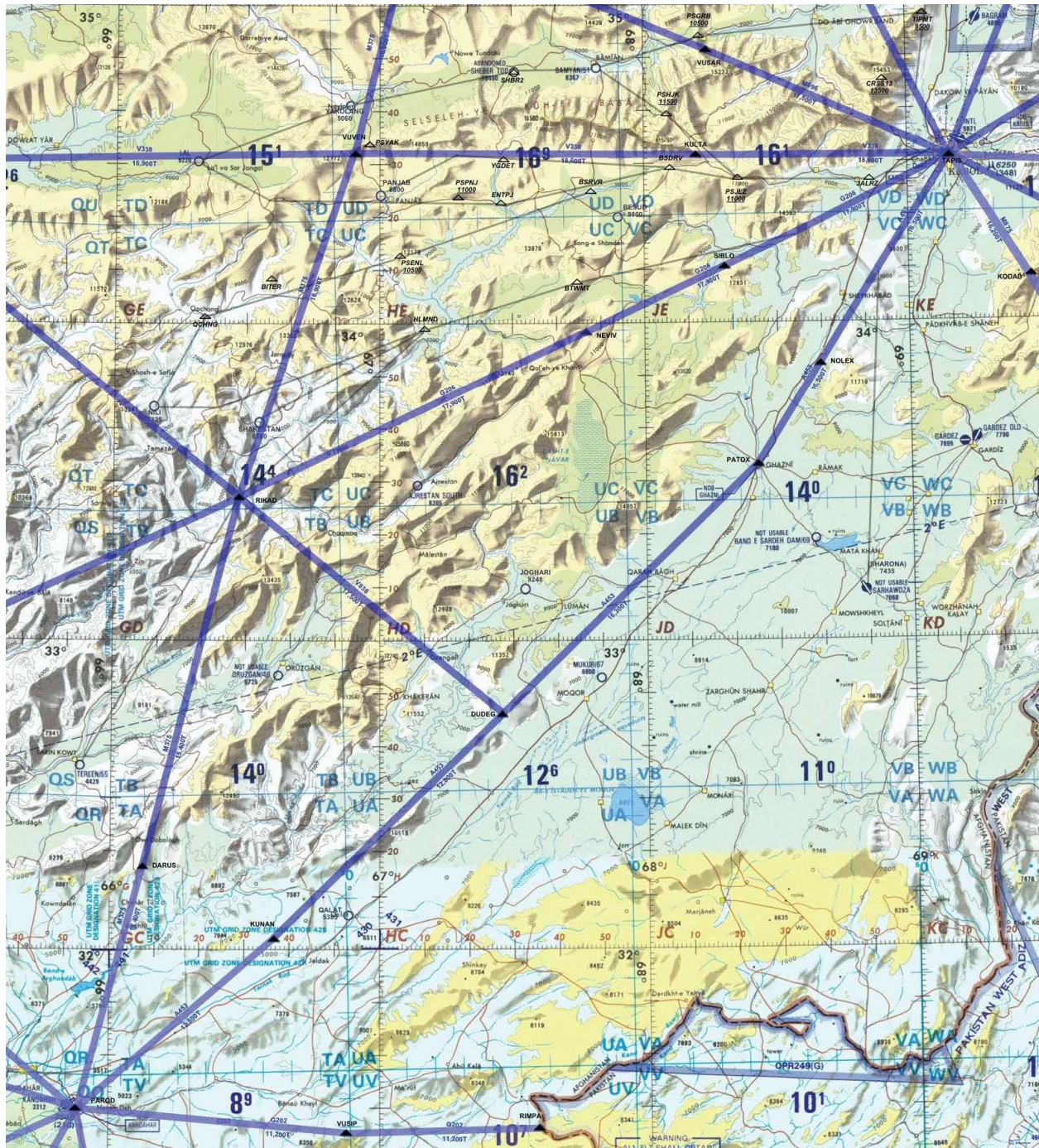
On the chart below you will see an example of our routing options from Kabul to Faizabad. In this case we have 5 different routing options. PACTEC chooses the routes it will fly on a given day depending on current security intelligence. Times are automatically varied as PACTEC is an ad-hoc charter operator.





On the chart below you will see another example of a route on which PACTEC chooses to fly on the published airway. This is between Kabul and Kandahar.





### 11. Are your flight back and forth to Kabul or multiple stops?

Most security evacuation flights are back and forth to Kabul. Routine supply flights tend to be multiple stop flights. Multiple stop missions are generally in the central highlands where there is limited risk due to tribal and geographic boundaries that have prevented insurgent activity. However, each leg of multiple stop flights have the same security scrutiny and protocols.

12. Do you have contact and coordination with the Embassy Regional Security Officer for up-to-date risk information?

Each PACTEC staff are registered with their respective embassy, for American staff they receive security briefs from the RSO. Contact with the RSO is straightforward and accessible, however direct contact is limited because PACTEC's security team receives regular security briefs from OSAC. Our main source of intel, INSO, has access to security info disseminated by the RSO